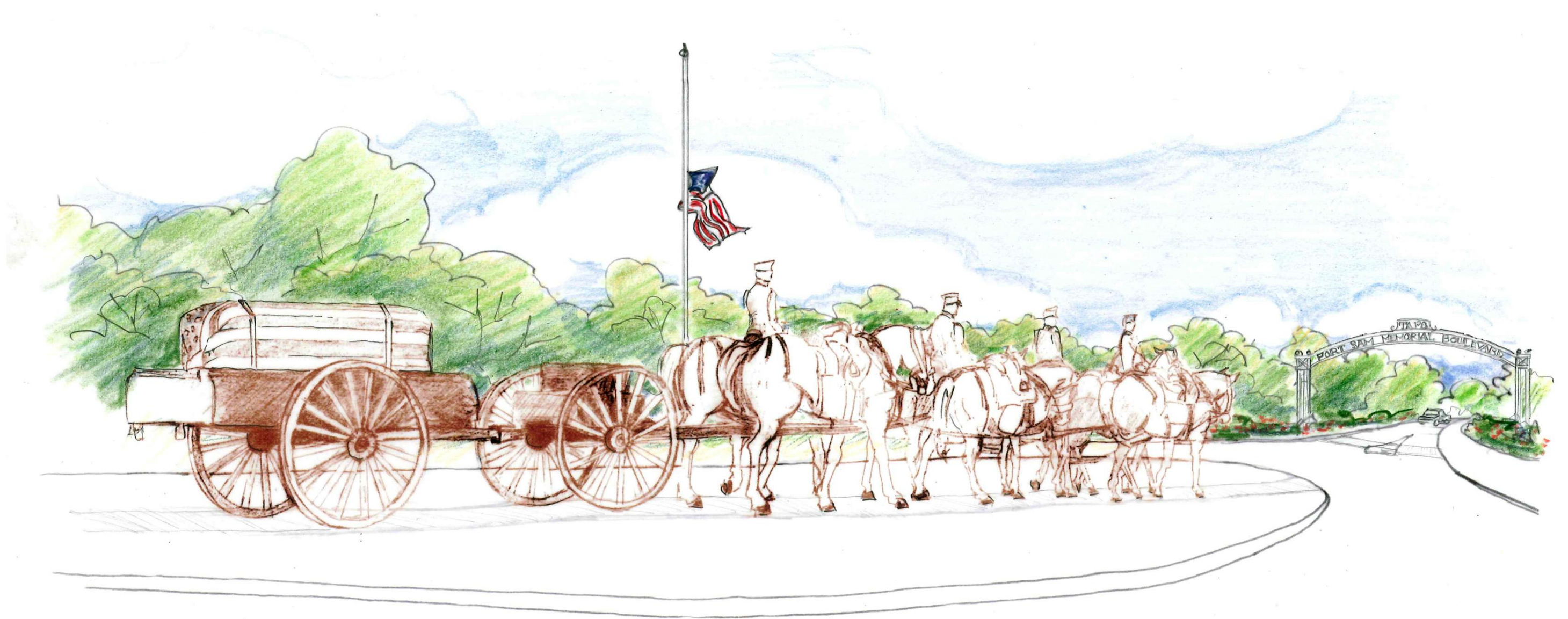


# TAPS MEMORIAL BOULEVARD

Fort Sam Houston's Thematic Portal  
via Harry Wurzbach Rd.



**Dixie Watkins III & Associates**  
Landscape Architecture  
Natural & Cultural Resource Management  
Land Planning

Prepared for the City of San Antonio  
Capital Improvements Management Services Department  
  
and  
Fort Sam Houston Community Development Office  
  
in cooperation with  
District 10 City Council Office of John G. Clamp  
  
by  
Dixie Watkins III & Associates

April 1, 2011

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**Fort Sam Houston National Cemetery**

## INTRODUCTION

The overarching goal of this project is to completely overhaul the aesthetics, traffic mobility, and sustainability of this rather venerable older roadway. This long overdue ‘makeover’ seeks to take maximum advantage of this “long-neglected portal to Fort Sam Houston’s front door” as stated by San Antonio City Council Member John Clamp. To prepare the ground work for the transformation of this diamond-in-the-rough, Dixie Watkins III & Associates (DWA) was retained to prepare a conceptual planning and design study for the full length of this four-mile corridor. Building on their previous work as the planners for the Fort Sam Houston Growth Management Plan, DWA’s overall role is to better integrate this growing, historic post with the greater San Antonio community and the surrounding neighborhoods.

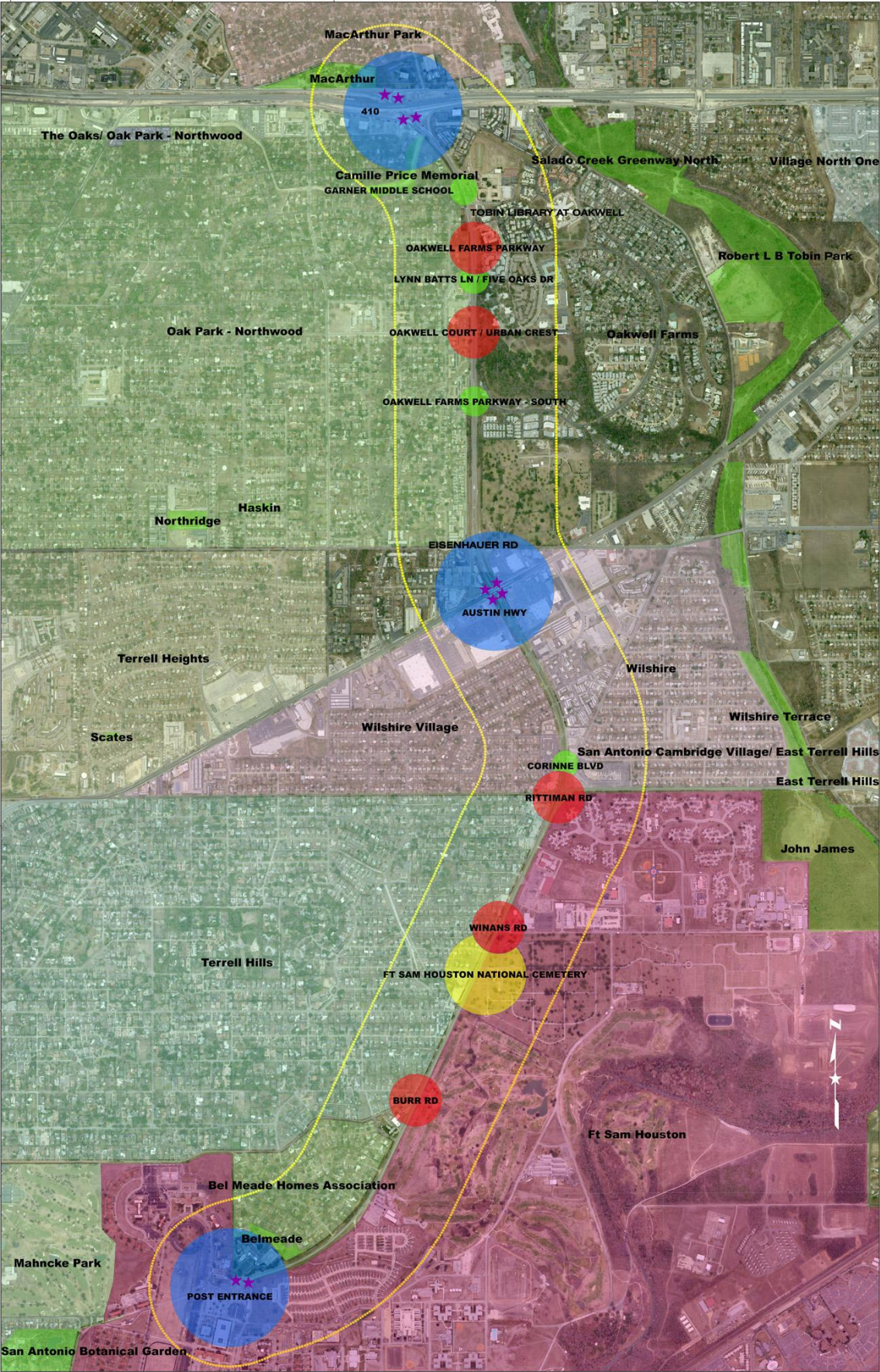
There are two overriding themes for this study; to celebrate the history, significance, and uniqueness of Fort Sam Houston; and to lay the groundwork for San Antonio’s first ‘Complete Street’. The first goal entails using a rich mixture of urban design ideas from iconic architectural, symbolic, and sculptural features of the Post as part of the streetscape. The second goal of becoming a ‘Complete Street’ incorporates the new sustainability-based model that has been previously referred to across the country as a “green,” “smart,” or “integrated” street system. This new hybridized name is in actuality more inclusive and represents how cities need to treat both the functional and visual realm of our thoroughfares. At its best, a ‘Complete Street’ will integrate multi-modal transportation and be as friendly and safe for pedestrians and cyclists as it is for drivers and transit systems. In the case of Harry Wurzbach Road, the project envisions the consolidation and burial of overhead utility lines and the retrofitting of old storm water systems with innovative native landscape, traffic calming features, street trees, wayfinding and informational signage.





One of the more engaging elements of the plan includes the dramatic enhancement and sense of arrival being suggested at the intersection of Harry Wurzbach Road and Loop 410. The goal is to truly celebrate and visually highlight this ‘gateway’ through the use of eye-grabbing and theme-setting objects. The current proposal includes an exciting combination of artifacts, landmarks, sculptures, flags, and landscaping. Perhaps the most striking element is the proposed incorporation of a full-size replica of the famous Quadrangle Tower in one of the currently vast, empty islands at the 410 intersection.

At the core of this study is the ‘adoption’ of ‘TAPS,’ and the veneration it conveys as the thematic overlay for Harry Wurzbach Road. To give the proper respect due for all of those who have gallantly served - and are in service to - this country is the primary purpose of the ‘re-imagining’ of this historic roadway. With the nationally-recognized Fort Sam Houston Cemetery located on this corridor, the woefully deficient attention given to the Loop 410 intersection on the north end, and the Post’s premier entryway on the south end; the corridor has long belied its significance and moreover its potential. By drawing from the richness and depth of history that Fort Sam Houston presents, and symbolically integrating some of these iconic and symbolic features along the way, this corridor can become the Post’s pre-eminent entryway. For visitors, residents, staff, and dignitaries alike, the landmark treatment of this portal will signify the dignity as well as denote the geography for those coming from points east and west, as well as from the interstates and even the airport; that they have arrived.



**Study Area**





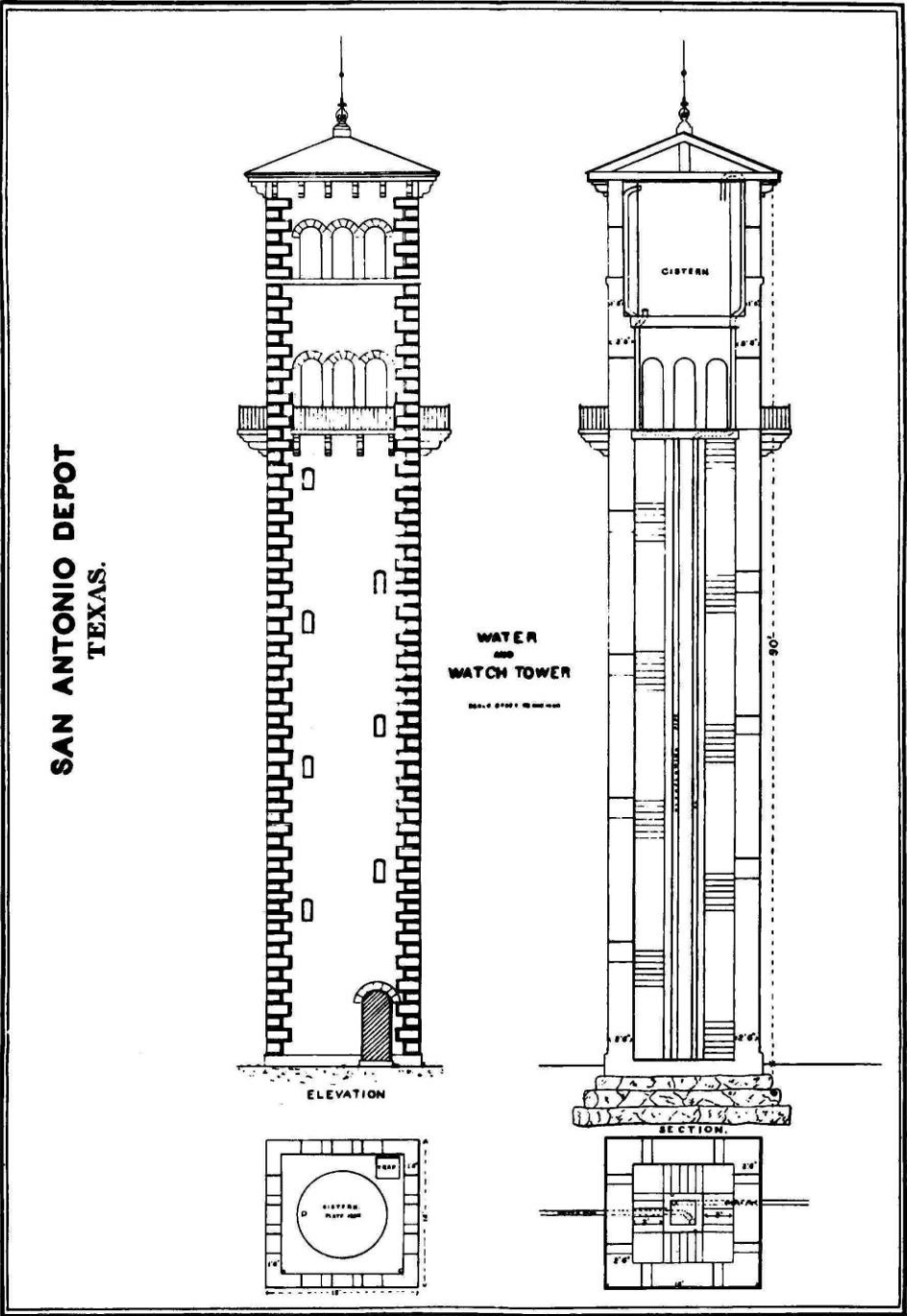
OVERVIEW

As the **pre-eminent gateway to Fort Sam Houston** from the north, Harry Wurzbach Road (aka TAPS Memorial Boulevard) has all of the makings of a signature roadway befitting a City of this size and of a Post with such an amazing and important history. With all of the “growth pangs” from the BRAC program and the post 9-11 restrictions to access and egress, this is truly the only dramatically-defining entry portal remaining to the Post. As we have seen civic attention applied to the east, south and western edges; providing emphasis for this side of the facility further balances out the planning initiatives that we’ve made in the 2009 Fort Sam Houston ‘Growth Management Plan.’

Equally significant to this vision is incorporating into the project some of the overriding planning ideas that reflect the national sustainability initiative in the realm of designing “smart streets.” The goal of this program is to endorse and advance best management practices (if and where appropriate) as it relates to sustainability, storm water management, planting designs, intermodal transit, and neighborhood connectivity. The integration of these various urban design elements needs to advance from what San Antonio has chronically (and somewhat by necessity and varying priorities) provided only piece by piece to satisfy latent demand or public outcry. It is therefore in the spirit of this conceptual planning and design study that we would like to see the entire length of Harry Wurzbach Road, and all of the properties contiguous to its right-of-way, be part of a proposed ‘TAPS Memorial Boulevard Overlay Corridor.’ Realizing that all of the different design recommendations in the report cannot all be done at once, it remains imperative that this project be given a higher ‘overhaul’ or ‘retrofit’ priority than other similarly aged and less significant roadways of its class.

Viewed in its entirety the roadway varies in character, right-of-way, and overall appearance. However, it has the potential to be made ‘whole’ again. Its uniqueness and opportune nature lies in very finite ends of Loop 410 on the north, and the Post on the south; the fact that it already is a moderately-limited four lane boulevard

over half its length; and has the adequate right-of-way to allow new design sections, additions and enhancements.



Quadrangle Tower, Elevation and Section



**URBAN DESIGN SETTING**

There are really four major “nodes” or zones of the magnitude, size (of physical area), and aesthetic dominance for the highest potential design enhancements:

- 1. Loop 410 & Dalewood Place
- 2. Austin Highway & Eisenhower Road
- 3. Rittiman Road
- 4. Post Entryway

The next tier, or secondary nodes, are at these other major intersections:

- 1. Garner Middle School
- 2. Oakwell Farm Parkway North
- 3. Oakwell Court / Urban Crest
- 4. Winans Road
- 5. Fort Sam Cemetery Entrance
- 6. Burr Road

The third tier includes less visually-dominant, non-signalized intersections:

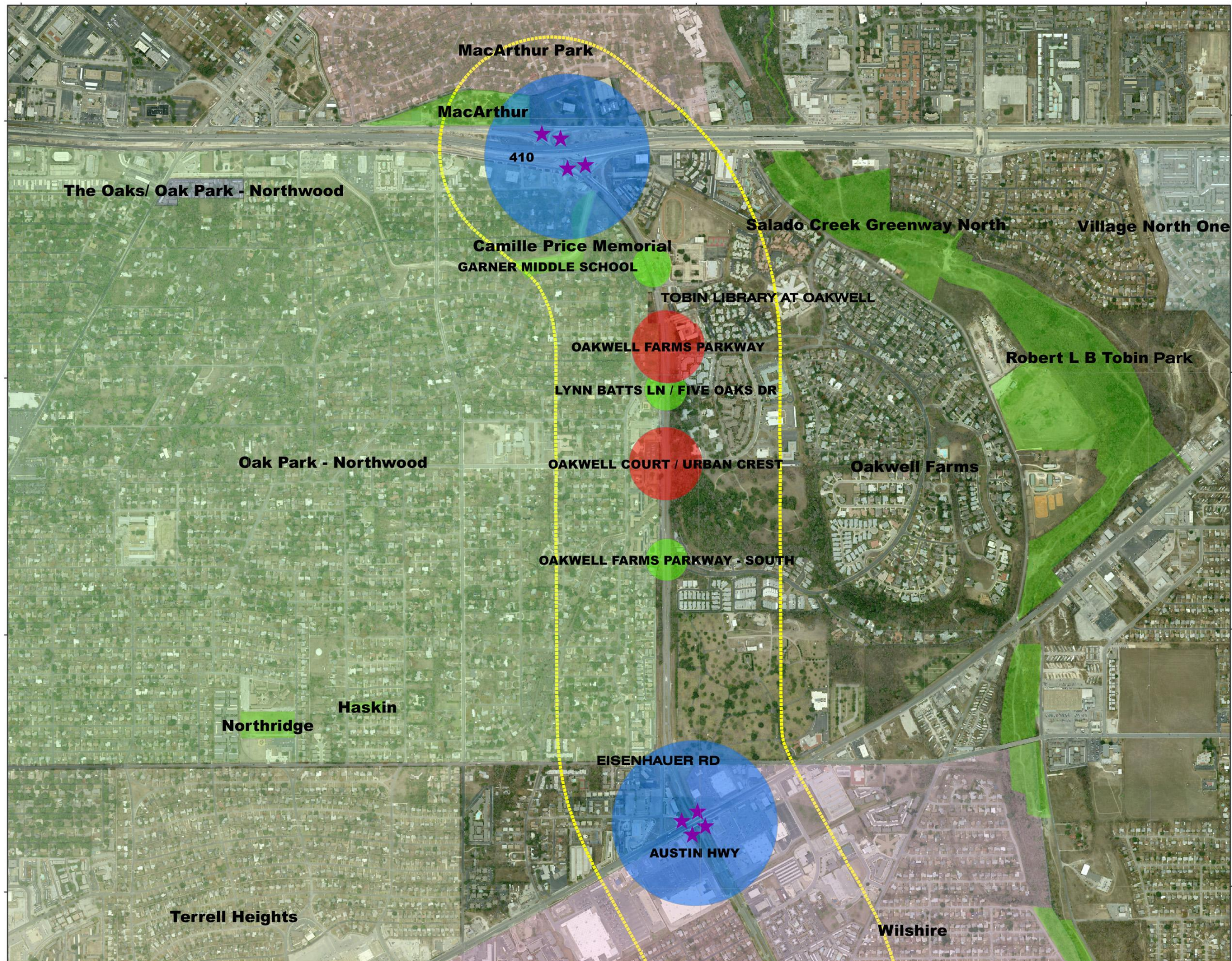
- 1. Tobin Library at Oakwell
- 2. Five Oaks / Lynn Batts Lane
- 3. Oakwell Farms Parkway South
- 4. Lowe’s / HEB
- 5. Corinne

In addition to the use of these design nodes, and as appropriate the entire right-of-way corridor; this project also seeks to have future designs and plans by others respect the larger geographic context. This would entail facilitating linkages to the Salado Creek Greenway, Robert L. B. Tobin Park, John James Park, and the historic sites of the Battle of Salado and the Dawson Massacre, among others.

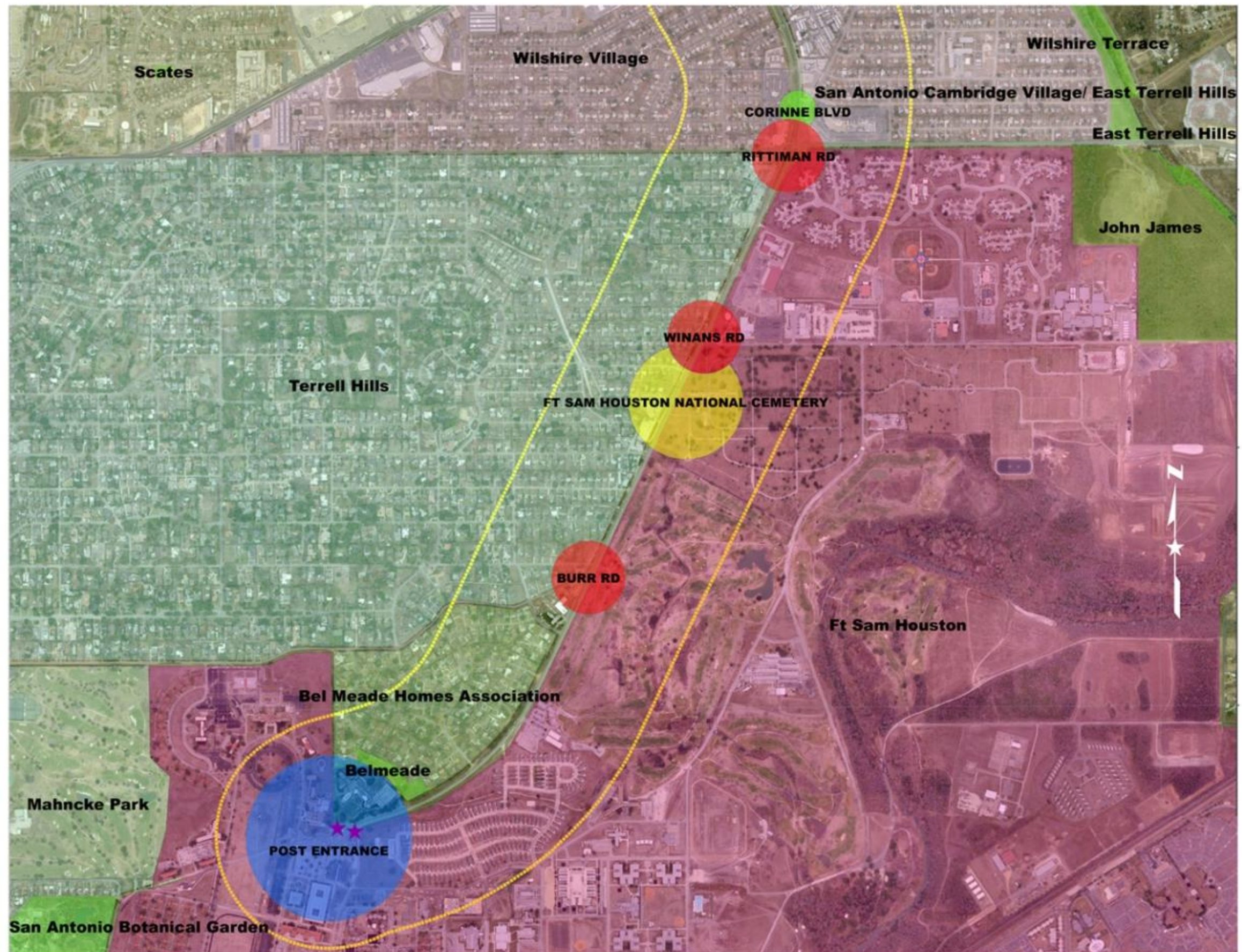
The biggest opportunity for most of the design elements lie in two general categories: **functional** and **celebratory**. Whenever possible, combining these two realms into consolidated improvements will provide the most value and the most meaning. An example of this would be the integration of ornamental overhead structures that embrace the historic design elements of the past architecturally, with the functional requirements of a street intersection: traffic lights, street signs, directional information, etc. The celebratory elements can be incorporated through landmark structure, sculpture, and ornamental objects, when placed at visually-strategic locations. On the functional end of things, bus shelters, signs, and lamp posts can all be “brought into the fold” through standardization of design, form, and color.











**Study Area - South**





**POST HISTORY**

In 1845 the City of San Antonio first welcomed the presence of the U.S. Army. The Post was named for Sam Houston, former president of the Republic of Texas and later, governor of the State. Construction of the Post began in 1876 on “Government Hill.” Since then, the Post has grown to approximately 3,000 acres. Fort Sam Houston has played an important role in Army history since as far back as before the Civil War. The Post came to prominence as a medical training facility after World War II, and is now the home of the Army Medical Command headquarters. The significance of the Post has only been amplified through its growth in modern medical technology, advanced training programs, and its new-found rule as the principal medical training facility for all of the joint-services. BAMC, in becoming SAMMC, the Sam Antonio Military Medical Center, is now the single largest consolidated medical training facility on the planet! Fort Sam Houston was designated as a National Historic Landmark in 1975, and is home to over 900 historic structures, which are being carefully preserved and adapted for modern use. Fort Sam Houston was also the birthplace of military aviation. For over 165 years, Fort Sam Houston and the City of San Antonio have been partners in growth, security, stability, posterity, and innovation. With what will continue to be a significant lasting presence, as a result of the BRAC, over Two Billion dollars in construction have “come home to roost” as part of mission growth, consolidation, and new joint services roles. The heightened functionality, additionally personnel, traffic and residual economic impact are all the more reason for investments in ‘TAPS.’



**U.S. Army Quartermaster Depot, circa 1848  
(The Alamo)**





PLANNING CONTEXT

In terms of overall urban-design and planning, there are basically three distinct zones. Each zone has different characteristic spatial opportunities and limitations, visual integrity, right-of-way configurations, and traffic and mobility issues.

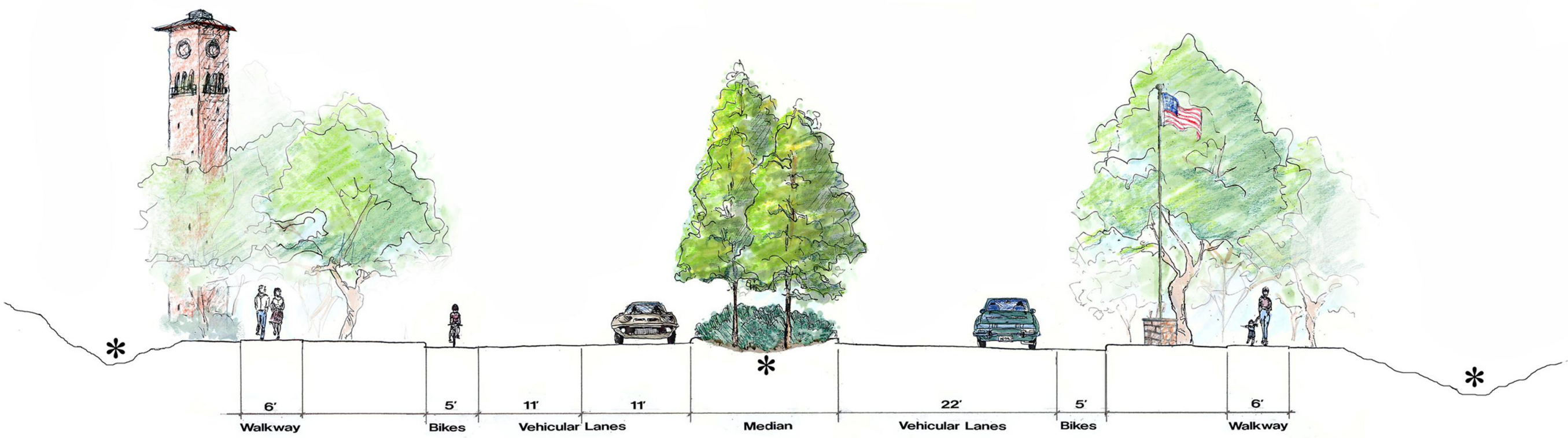
Additionally, on the north side with two large “aprons” east and west of the interchange, and a large central island visible even to loop-based traffic; the ability to accommodate numerous large and sequential objects and artifacts is also advantageous.

A. Loop 410-Interchange

Due to the rather unique access and egress of the intersection of Harry Wurzbach Road, north and south bound, access roads, exit and entrance ramps, Dalewood Place, and drainage right-of-ways and easements; this area really affords the largest potential for design enhancements. With three large islands immediately south of the loop, and a huge expanse to the east between the interchange and the adjacent drainage way, this area in particular is absolutely the best candidate for TAPS demarcation and design enhancements. Moreover, this centrally located major island is the perfect spot for an eye-catching landmark-scale icon such as a full-size replica of the famous Quadrangle Tower.

B. Northern Parkway Section

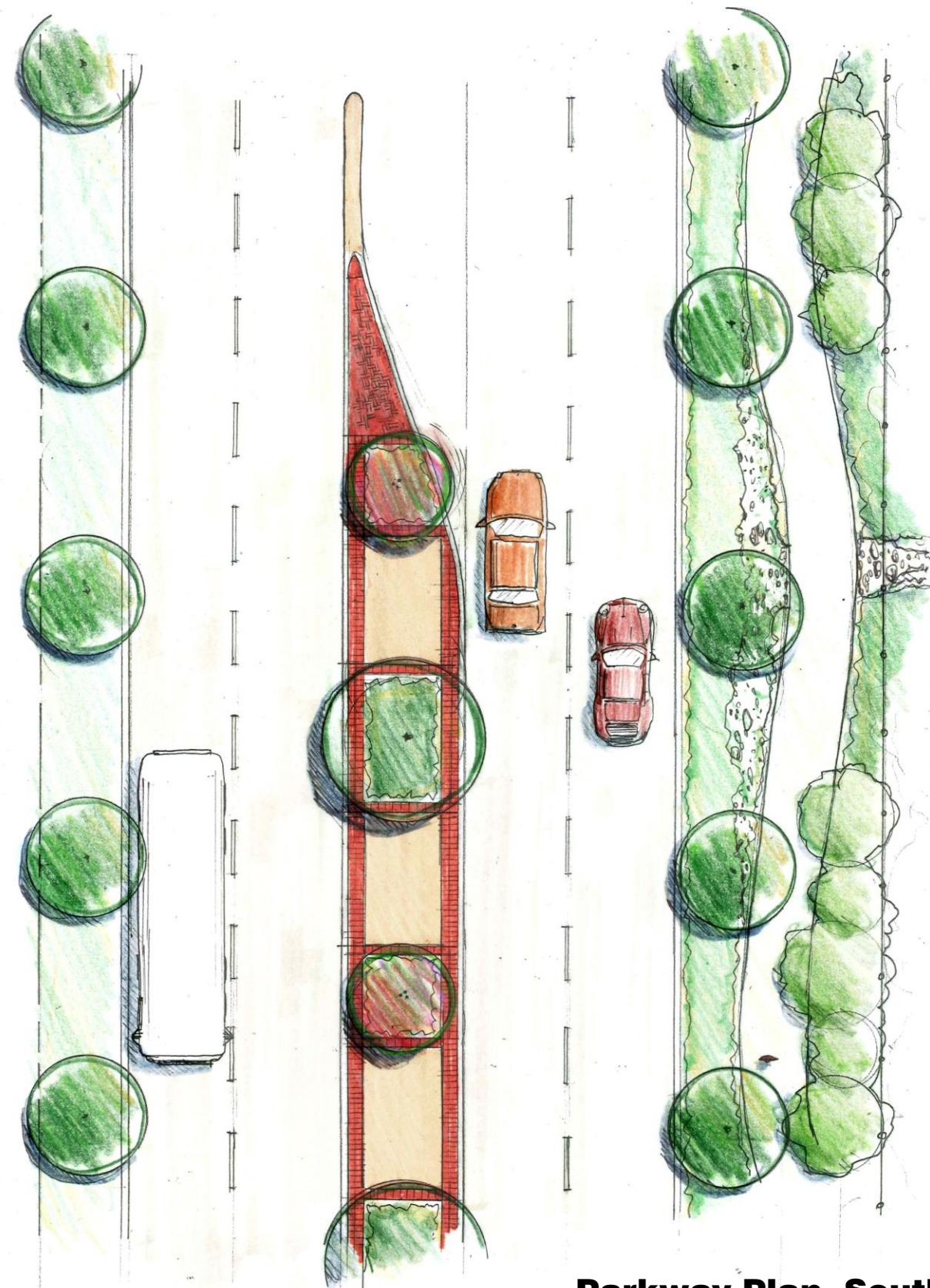
From the Dalewood Place signalized intersection – south to Eisenhower Road, the old Harry Wurzbach right-of-way provides the perfect design opportunity of the TAPS retrofit. Because of the long, continuous median, wide parkways and limited intersections, this section lends itself most readily for a true boulevard upgrade. Similarly, because of the rather “feral” routine of this stretch, it will most likely be the easiest to upgrade in terms of infrastructure, urban design, thematic elements, and the overall integration as a ‘Complete Street.’ From Eisenhower Road south, under Austin Highway to just past Morningside Drive, the roadway still maintains a boulevard-like condition, just with a narrower



Parkway North, Schematic Section







**Parkway Plan, South**  
**Proposed retrofit median with strategically-placed left turn lanes**  
**and multi-use pedestrian pathway adjacent to the Post.**

median. Nevertheless, the prospect to retrofit here is still very high. Due to the very large chamfered right-of-way between Eisenhower Road and Austin Highway, there is yet again a great opportunity for design enhancements. The “bridge” under Austin Highway as well as the large right-of-way at the Rittiman Road interchange also provides great opportunities. Notably, because of the flatter nature of the Rittiman Road intersection, the potential for a larger roundabout retrofit is very high. From this point south, to just past Morningside Drive, the median transitions to a large four lane roadway with no median at all.

### C. Southern Parkway Section

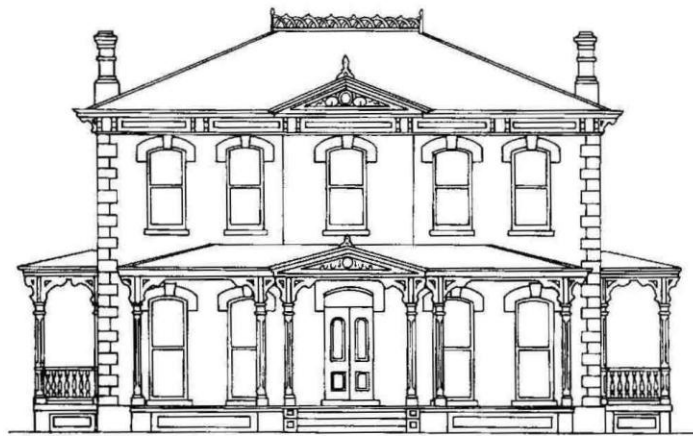
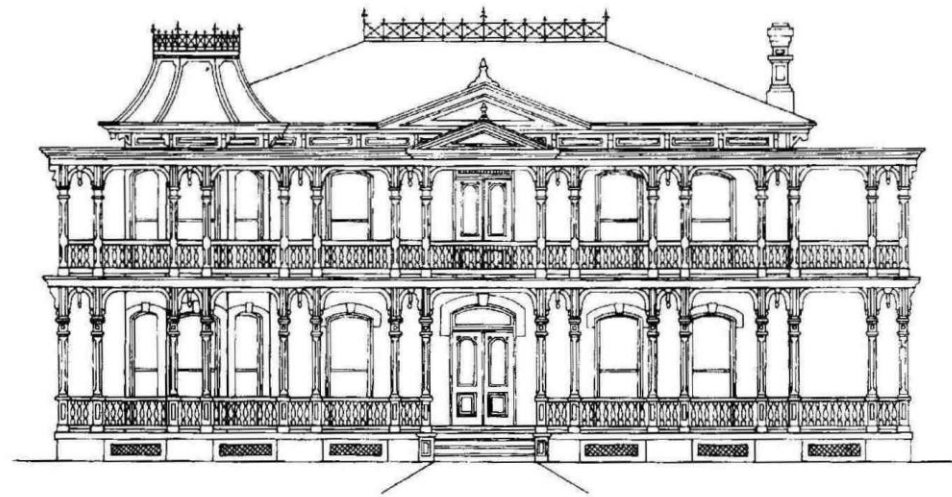
From this transitional segment between Morningside Drive and the Post Entryway the roadway is all asphalt. And, although limited, this section could greatly benefit from a retrofitted median. This segment, which includes the much understated entry to the historic Fort Sam Houston National Cemetery, would be the most problematic of the three planning areas to accommodate with a new design, but conversely would be the most strategic section for the visual integrity of arriving at Fort Sam Houston. This potential median would be relatively narrow and probably be a combination of hardscape surfaces with other strategically located landscape plants and/or street tree pockets.



**Parkway Section, South**







**Fort Sam Houston, Lower Post Quarters Elevations**

## DESIGN PRECEDENTS

The bounty of design precedent that is provided by the historic Fort Sam Houston is as varied as it is rich. With its evolution through numerous phases of architectural styles and motifs that have spanned the Army's 165-year presence in San Antonio, there is an amazing array of design details to draw from. Additionally, the art, artifacts, and emblems of the Army serve as an additional wealth of visual forms and patterns. Along with the reverence imbued by, and for, the Fort Sam Houston National Cemetery and the icons associated with our Country's patriotic and service-based symbols provide an additional set of visual thematic elements.

Some of these various visual elements might draw from:

### I. ARCHITECTURAL ELEMENTS

#### a. Victorian Italianate (Alfred Giles, Architect)

Window Lintels/Hoods  
Corner  
Cornice Details  
Bracketing  
Chimney Caps  
Stone Coursing – Pattern  
Stone Texture – Shape  
Ornamental Ironwork

#### b. Early 20<sup>th</sup> Century Classic Revival

Brick Detailing  
Chimney Caps  
Ventilation Roof Caps  
Wrought Iron Lamps & Brackets  
Brick Columns & Capitals

#### c. Bungalow & Mission Revival

Clay & Barrel Roof Tiles  
Stucco Lamp Bollards  
Mission-style Windows/Hardware

#### d. Neo-Classic/Gothic Revival

Bas-relief Sculpture  
Cast-Stone Details

### II. ARTIFACTS & HARDWARE

#### a. Cavalry Period

Caissons  
Canon  
Horses  
Sabers  
Wagons

#### b. Early Mechanization

Half Tracks  
Tanks  
Ambulances  
Howitzers  
Wright Flyers  
Other Biplanes



## Design Elements



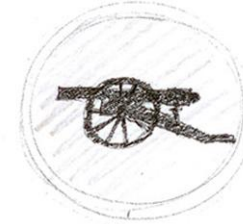
Brick Chimney Cap Detail



Bugle



Crossed Sabers



Canon



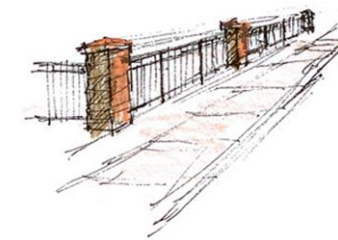
Ventilation Caps  
w/ Lone Star Motif



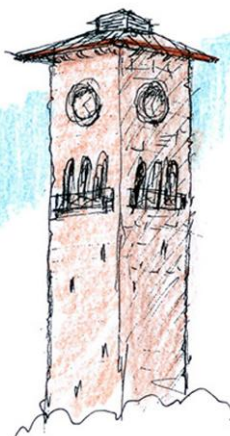
Low Stucco Wall  
with wrought iron fence &  
mid-sized "tower" column  
with lantern



Overhead Steel Archway



Low Stone Columns w/ Fence  
with chamfered caps &  
open bar fence



The Quadrangle Tower



Limestone Column  
with pre-cast cap



Medical Caduceus  
as bas-relief sculpture



Bollard  
Steel Bollard  
on masonry base



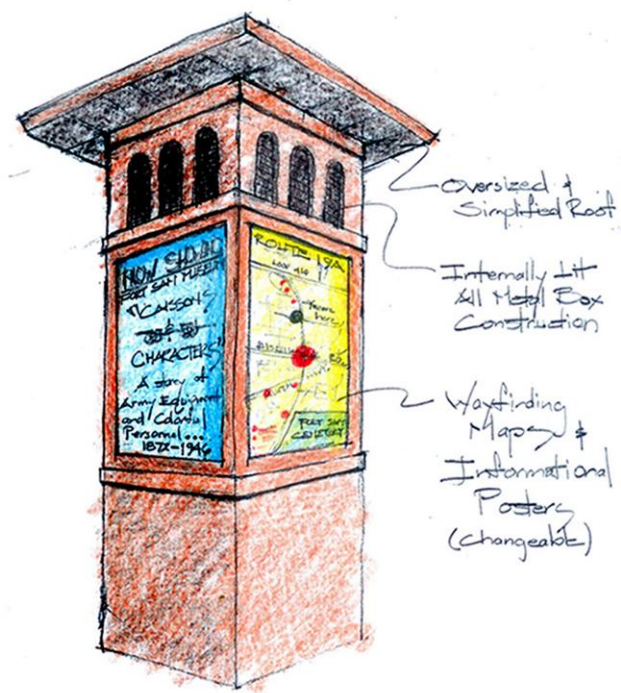
Highly-Ornamental Gate  
Pedestrian & Vehicular Gate —  
Dressed & custom-cut limestone —  
wrought iron & lanterns





DESIGN IDEAS

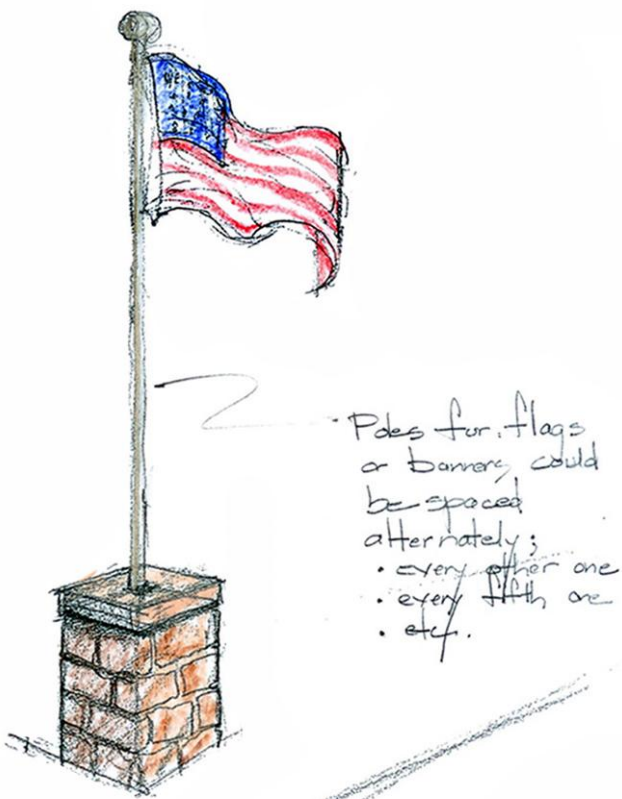
The ability to cobble together these many disparate elements into a variety of urban design forms is a fairly easy and logical process. The main quandary is how best to choose the most meaningful forms that would be appropriate for the intended function and, with the tremendous diversity of elements, the best advice may be how to just keep things simple! Along with following the mantra of “form follows function”, the simplicity of using similar products for related purposes is the way to go. The base elements of buildings, columns, pedestals, and poles, easily translates to the structural under-pinning and/or framing for signage, monuments, bus shelters, and banners. In other words; like elements for similar design needs. Conversely, the architectural embellishments found at the top of windows, doorways, chimneys, walls, columns and so on, also translate well.



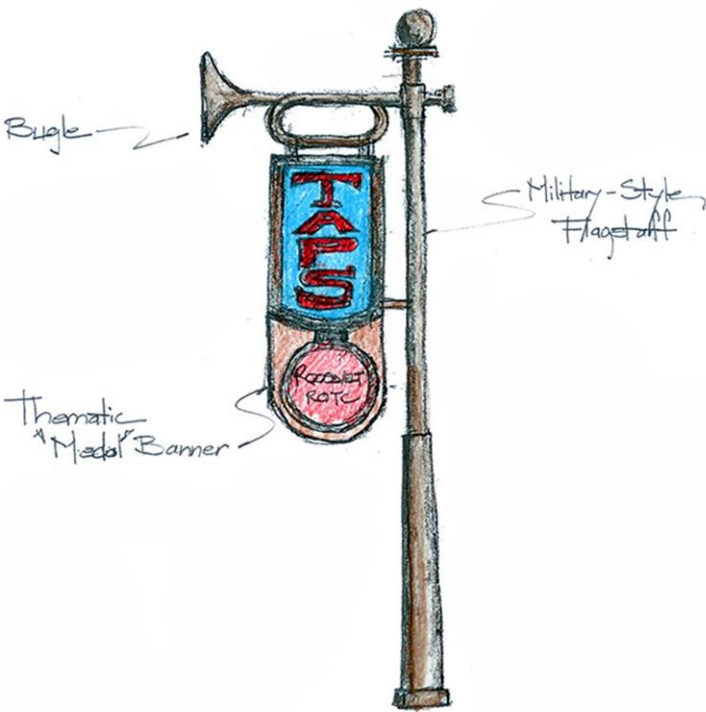
Quadrangle Tower  
Informational Kiosk



Parkway Column Steel-Base



Parkway Column Masonry-Base



Boulevard Signpost

Design Ideas





**VISUAL HIERARCHY**

The following list of elements is given in the magnitude of their significance. That is, the most dominant and/or consciousness-raising feature is first, and less-strategic or contributing features follow suit.

- INITIAL/ “REMOTE BRANDING”

One of the most critical pieces to the overall issue of “re-purposing” Harry Wurzbach Road as the TAPS Memorial Boulevard is one of identity. This proves to be a two-fold challenge. First and foremost, rather than stumbling on just another road with a confusing second or commemorative name, is to “advertise” the roadway. This can be accomplished in two important ways. First, would be to come up with a simple and striking logo which could appear not only on signage, but in promotional literature, wayfinding, maps, and etc. The second would be to create a physical presence and wayfinding alert to all drivers coming from Loop 410 in either direction as part of TxDOT’s exit signs. And, this could also be incorporated in all other major approaching roadways; in particular Eisenhower Road, Rittiman Road, Austin Highway, and Burr Road.

- LANDMARK

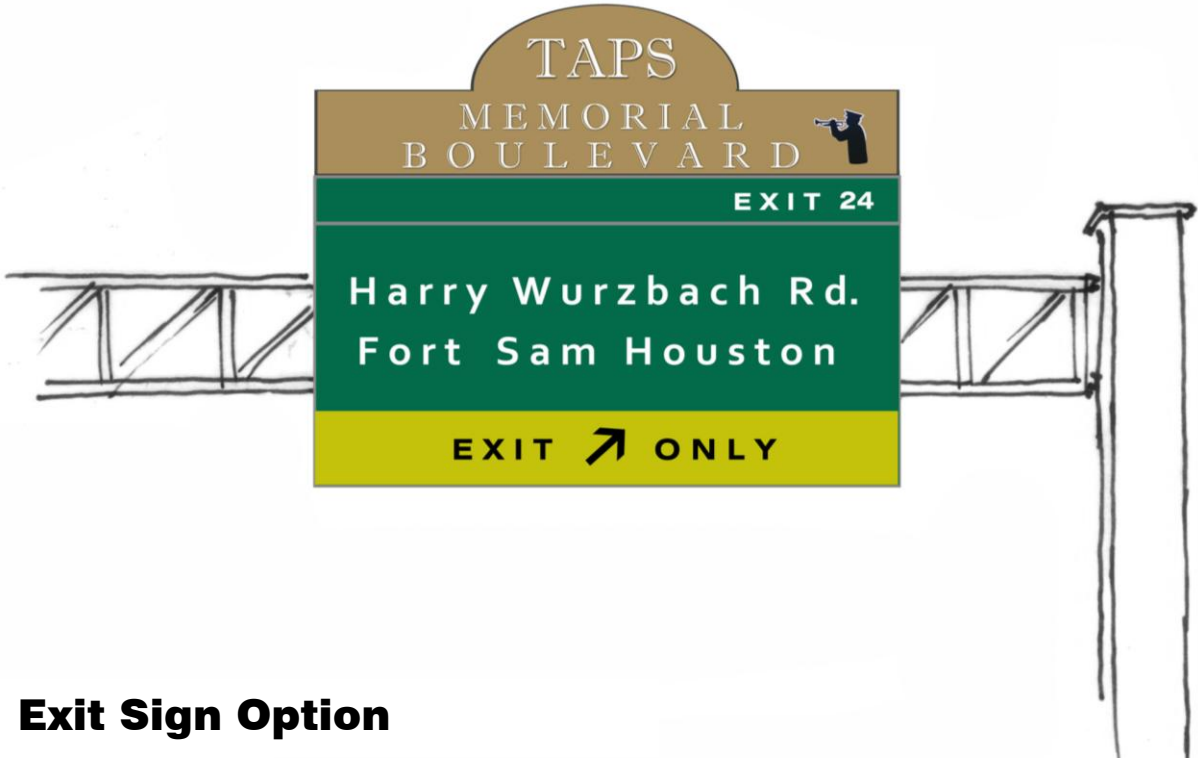
Next in the pantheon of design identity is the largest one when it comes to scale, and those are landmarks. By their literal definition, a landmark is the most venerable of all “wayfinding” elements. As such they were usually large, unique, and somewhat isolated. In the case of Fort Sam Houston there is probably none better than the famous Quadrangle Tower. However, additional landmark-scale objects could include the huge garrison-sized American flag atop large illuminated poles, large military artifacts, such as a replica of a Wright Flyer biplane, or certain types of sculptural elements.

- PORTAL

The next level of visually significant urban design elements are framing features which often incorporate the use of overhead arches or large flanking design features which you drive or walk through, between or under. In urban design applications these structures often do multiple functions such as providing an armature of framework for street signs, block-numbers, routes, traffic signals, street lights, informational signage, and so on.

- INFORMATIONAL SIGNAGE

In the case of this project, this next tier of visual elements can have multiple scales of size and intended viewers. As directional signage to drivers, or as wayfinding elements, these types of signs should be separate and unique to the newly-designed and City-sanctioned logo and of a size, shape, and color to be separate and distinct from highway signs. These could be as simple as white-on-brown, historical, park, or cultural-site signs as in use by TxDOT. But, they would be even more striking when placed in the shapes or forms of the vernacular design elements from the Post.



**Exit Sign Option**





- CELEBRATORY

Other lesser, yet still festive design elements, are those that denote special events and or processions.

These can take on the form of banners which can be mounted for bollards, lampposts, signposts, etc.

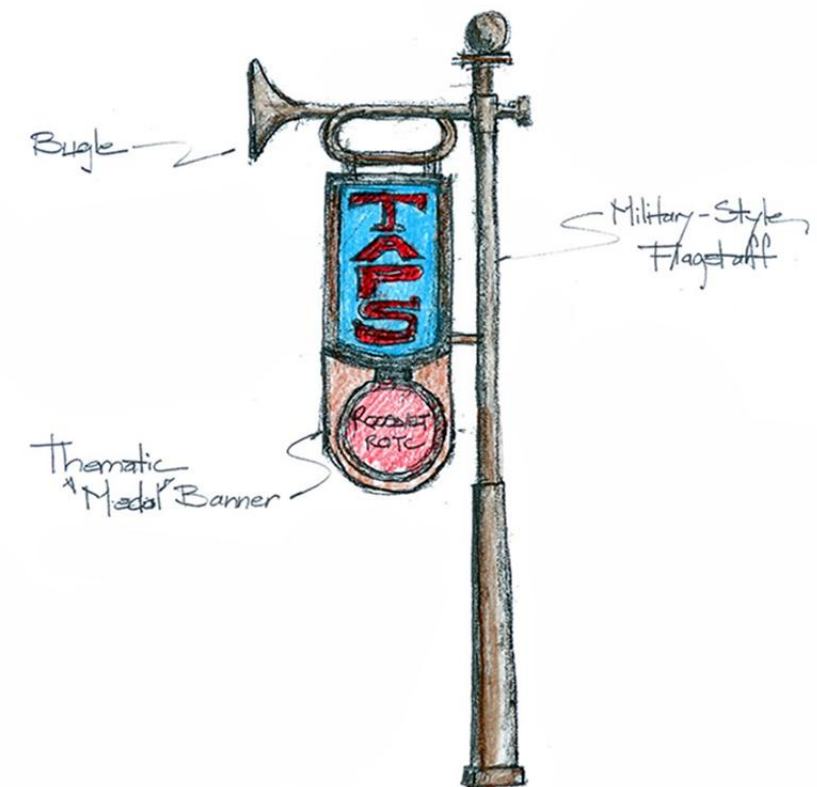
They can also be part of certain sequential progressions such as flags, pennants, or banners, mounted atop regularly-spaced posts or stanchions lining the roadway over longer distances.

- LANDSCAPE

One of the more subtle, but significant enhancements that “completes the scene” is the overall landscape design context for other kinds of corridors. Although street trees will certainly provide the most dramatic and functional part of the landscape, the “punch” of native plant massings, “flower beds”, and hardscape design elements in the ground plane are all equally important. Additionally, the symmetrical and rhythmic placement of accent plantings will truly help accentuate the “processional experience” of a militarily-themed boulevard.

- INFRASTRUCTURE

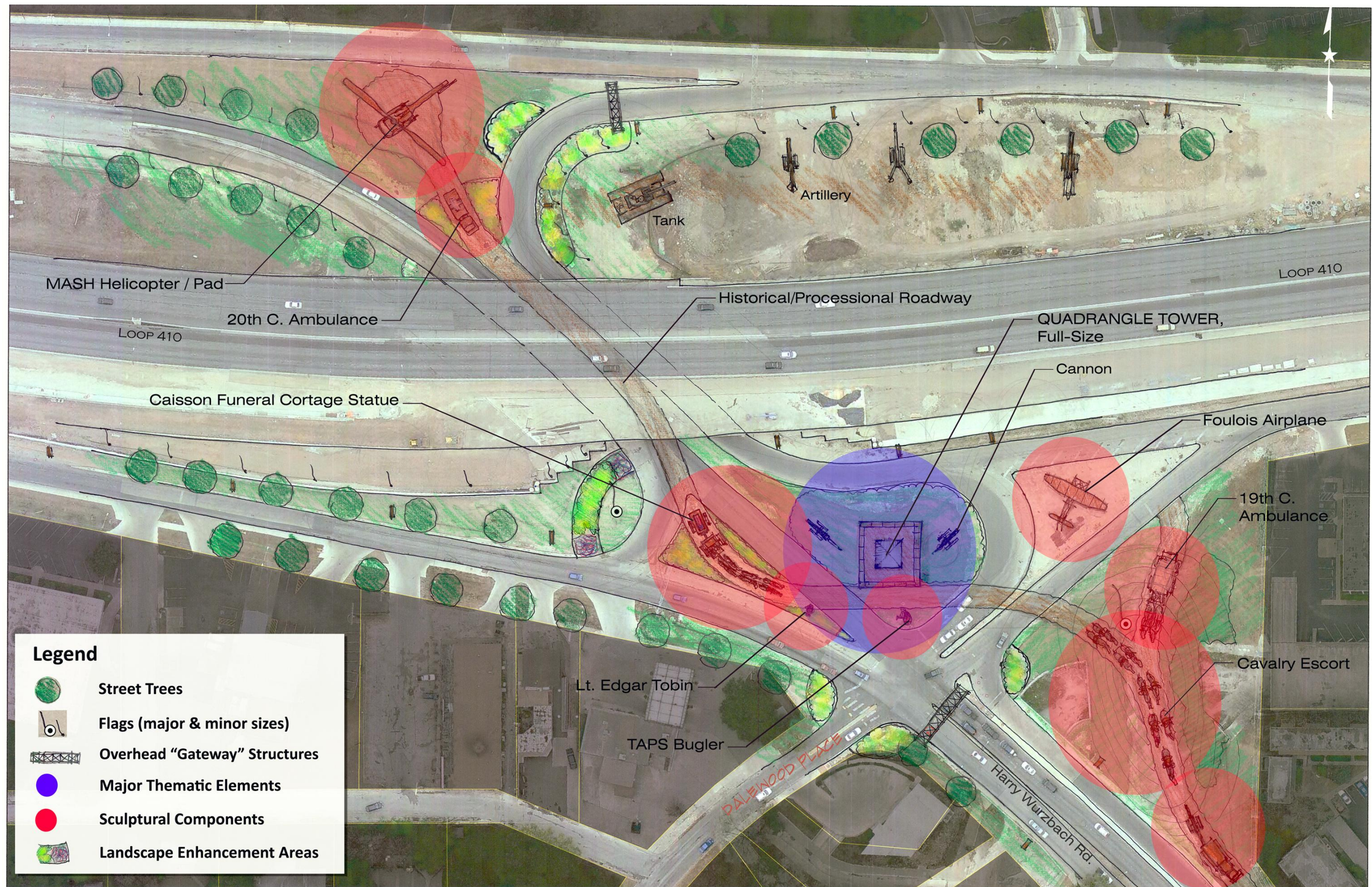
Most subtle to the visual realm, and often if done poorly can stand out the most in a negative way; are the infrastructural elements. When not considered as to location and context; traffic signal boxes, utility pedestals, manhole covers, and so on; can be eyesores. When properly integrated into the overall planning, engineering, and design, they can be both harmonious and “invisible”. And, when certain larger and necessary components of the City’s infrastructure are well-integrated as part of design features they can become assets.



**Boulevard Signpost Idea**







## Conceptual Plan for Loop 410 Portal







**Aerial View of Loop 410 Interchange**



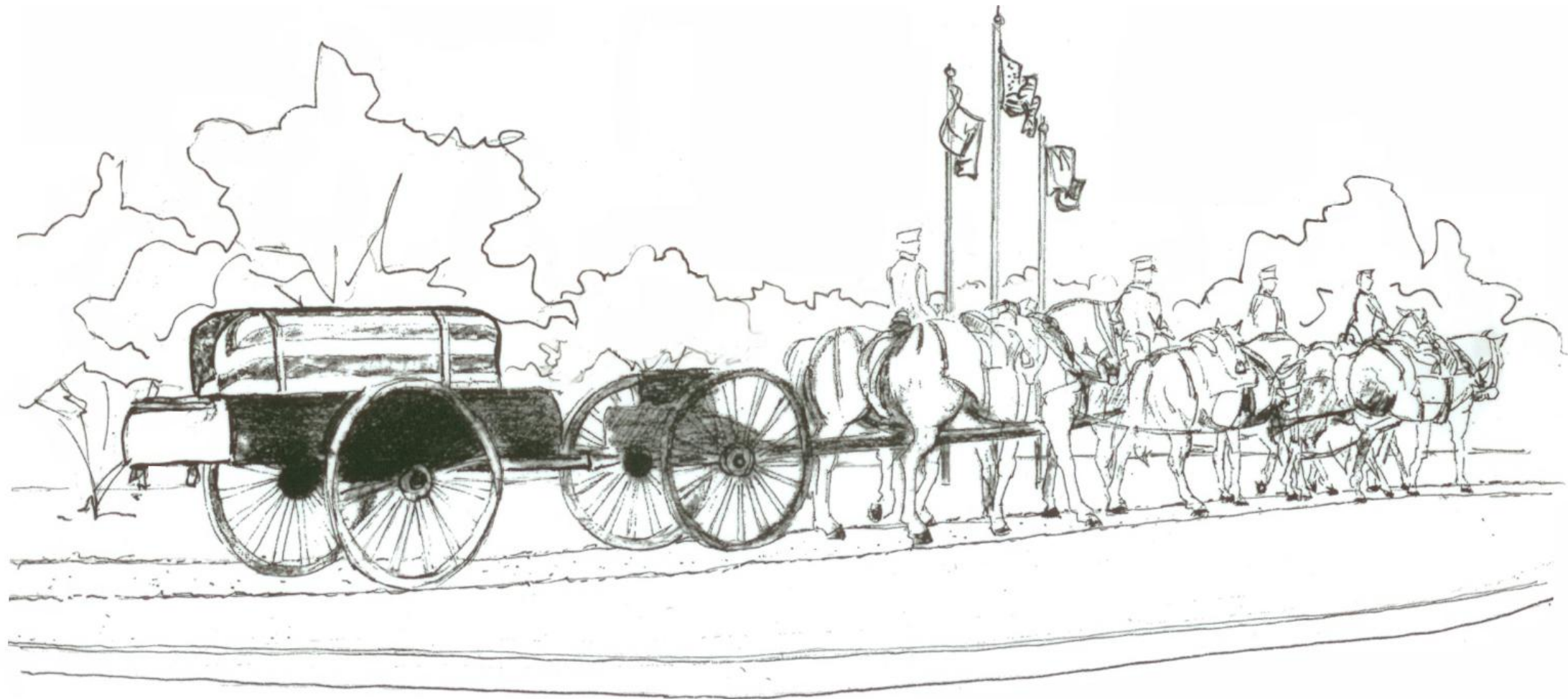




**“Quadrangle Tower” Landmark at 410**







## **Caisson Cortege**

### **TAPS SYMBOLISM**

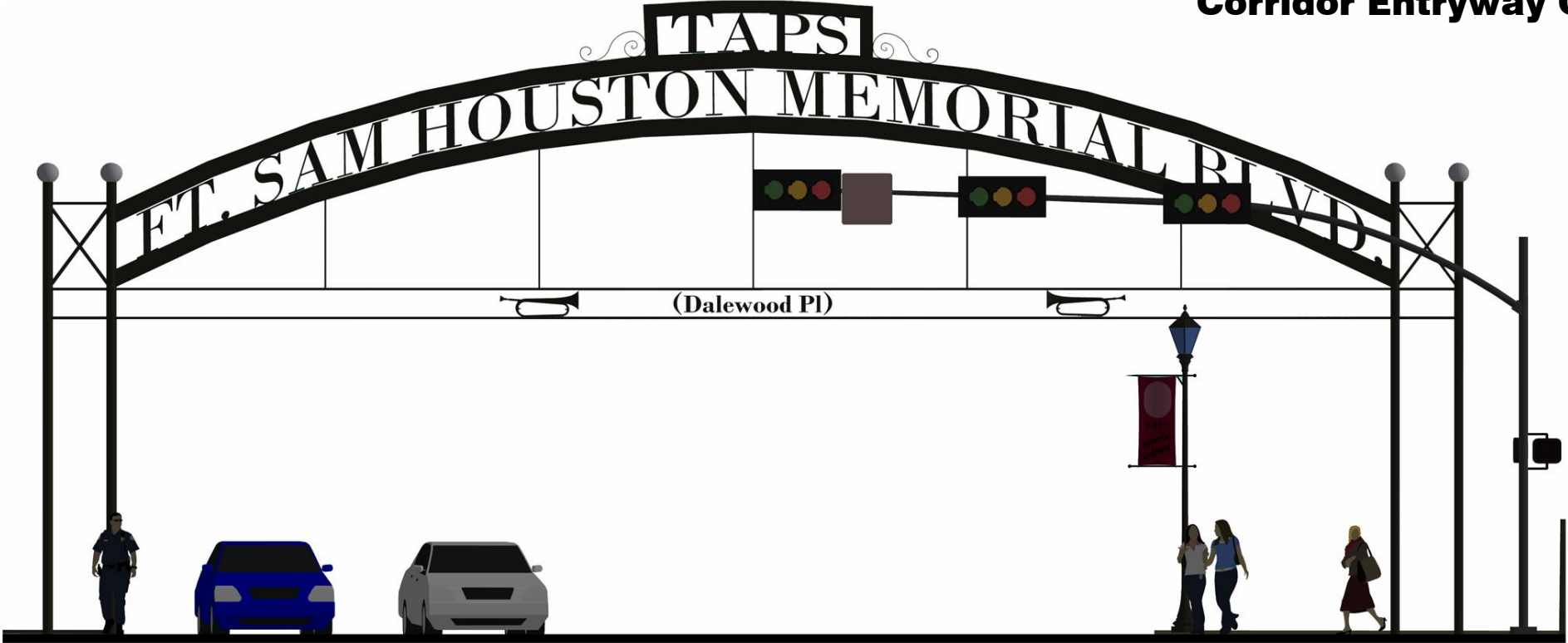
Although the military history of the presence of Fort Sam Houston, the United States Army, its new mission, and its joint and rich services command components provides a dizzying and rich array in a design vocabulary; the greater underlying theme for this project is the reverential nature of ‘TAPS’. At its core, this is about the solemnity of an individuals’ life dedicated to the service of their country. As such, the processional nature of a boulevard lends itself to the reverent and experiential nature of a funeral service.

As such, the single most significant component of this corridor is the Fort Sam Houston National Cemetery. Whether by embracing symbolically, or manifesting the component parts which make up both the cemetery and its symbols, this is the key to giving this memorial boulevard its best possible design treatment. The flags, bugles, salutes, caissons, precision, colors, group and individual identities, all play into this pageantry.





**Corridor Entryway Overhead Arch at 410 & Dalewood Place**



**Elevation**



**Perspective**

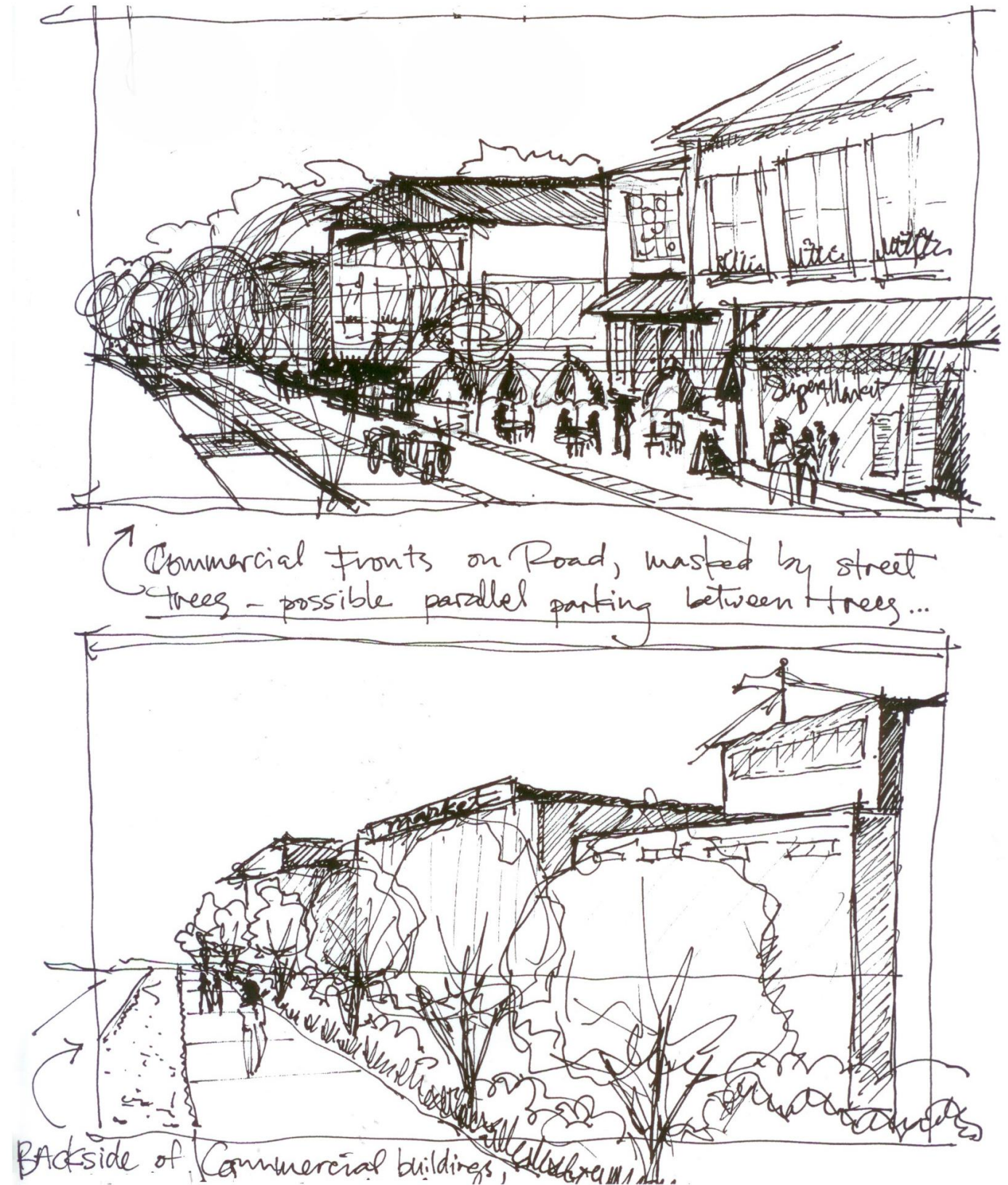




## DEVELOPMENT CHARACTERISTICS

To best guide and direct the strategic restoration of this boulevard with a focus on the requisite overhaul in the public domain, it would be prudent to also frame and encourage reciprocal and sympathetic development along both sides of the entire corridor. Potentially, an overlay district from Loop 410 down to the Post entry for all contiguous parcels on the Harry Wurzbach right-of-way should be considered. This could give the types of both restrictions and incentives that would really enhance the sympathetic and quality-focus of corridor development. Parts of this overlay district could include landscape standards, signage consistency, curb cut controls and zoning and land use components.

Where possible both new and redevelopment projects should embrace planning and design standards that are more akin to the design standards of what are termed “neo-traditional.” That is using pedestrian and landscape-friendly street-oriented developments with relatively narrow front building setbacks, parking in the rear, compact and mixed-use, main street-type projects. Also, the sensitive integration into existing residential neighborhoods should remain a priority. Furthermore, new commercial or municipal infill development should be given as much incentive as possible to accommodate the required landscape and pedestrian amenities.



**Integration of New Retail into the Streetscape**







**Pedestrian Friendly Streetscape**







**Conceptual Bus Shelter**



**Optional Parkway Element**

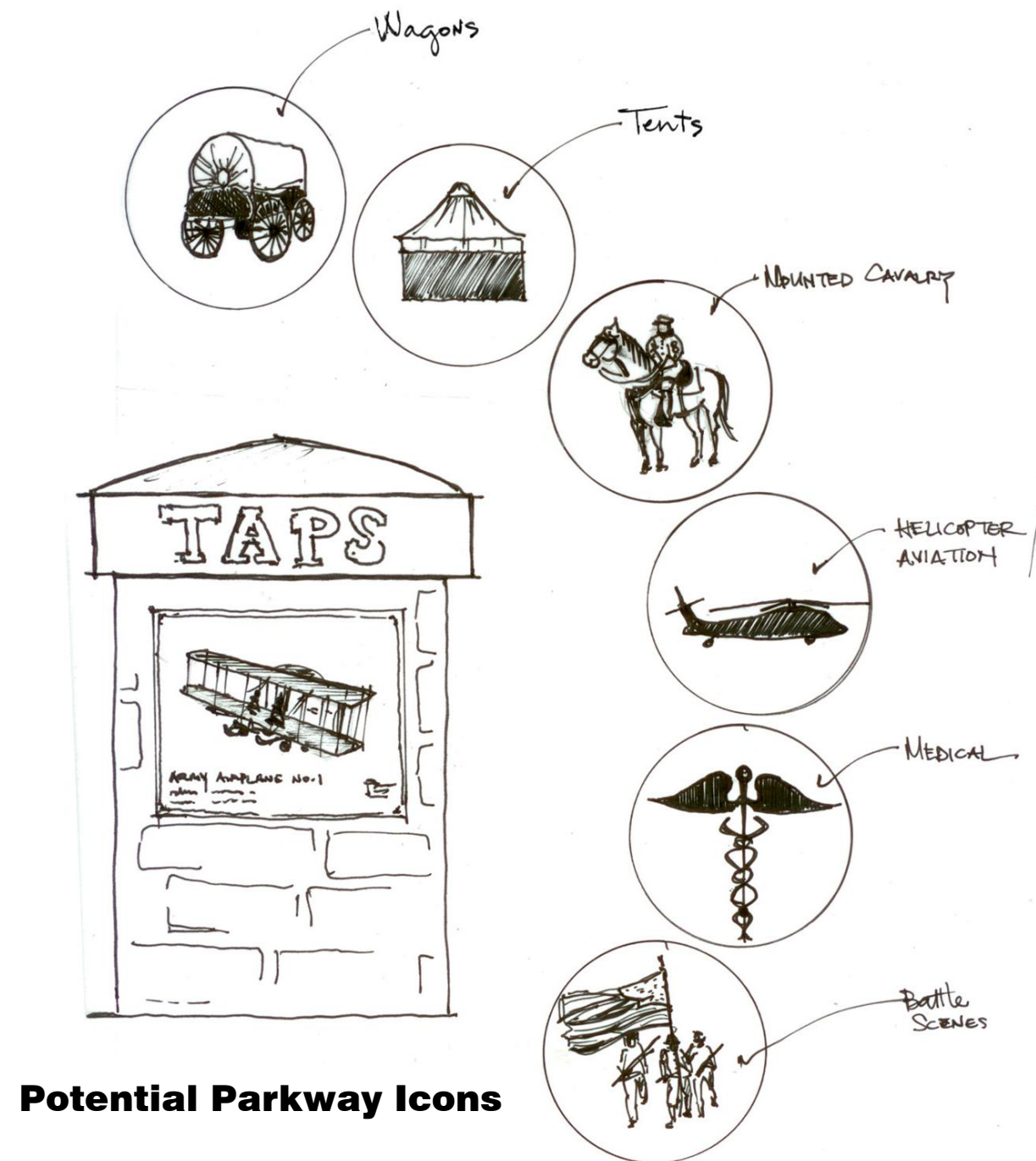




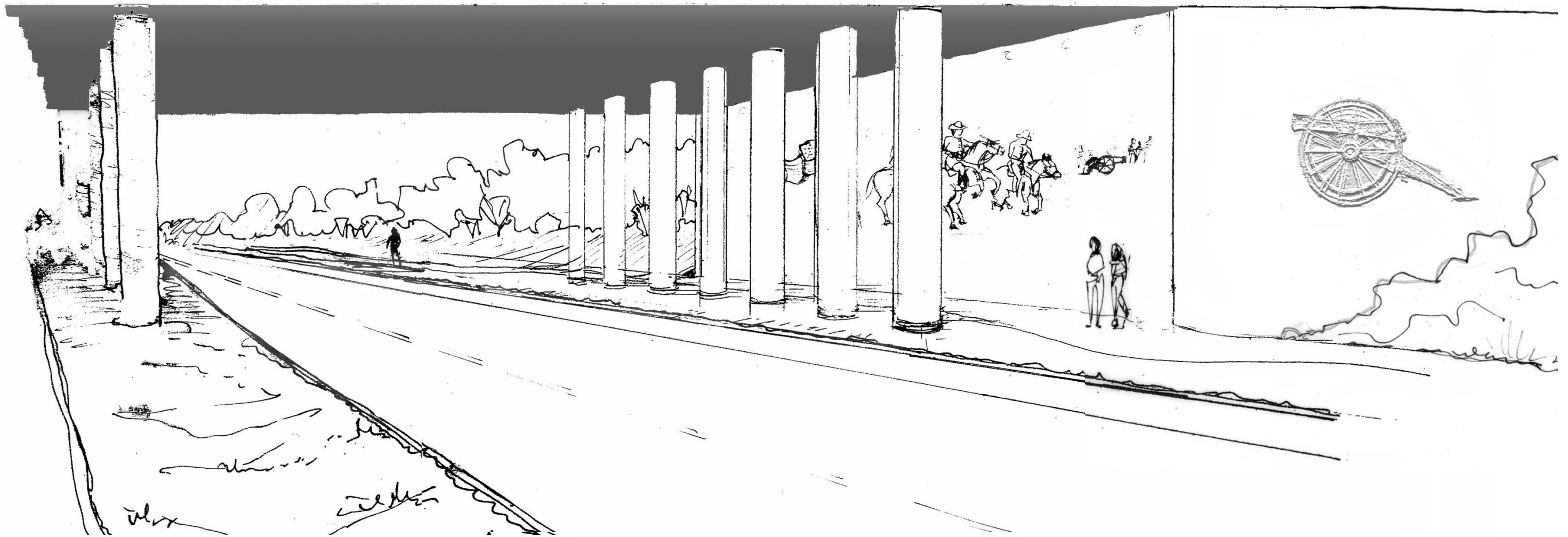
## DESIGN CONTINUITY

In order to provide the best possible look, function, and sequence of design enhancements, the various options need to be formalized. This can be done for the entire corridor, or for certain phases/sections. Ideally a 'TAPS Memorial Boulevard Overlay District Master Plan' would be the preferable vehicle to ensure quality-compliant implementation for the broad range of public and private improvements. This type of approach could ensure keeping a cogent theme for the long-term integrity of this project, while staying somewhat flexible. And owing to the large role of this project's funding; flexibility and the force of municipal will are dynamic factors that must be accommodated.

As component parts of this master plan, design guidelines could be prepared that direct the planning, zoning, aesthetic enhancements, transportation, public art, and historical interpretation. This tool could guide decisions as diverse as which intersections receive what sculptures and/or artifacts, bus shelter design, flag placement protocol, lighting; and what sections get utilities buried first, bike lanes, sidewalks, street trees, etc. Furthermore, whatever form these guidelines, plans, and policies take; they should be as diligently followed by the public sector, as well as by the affected private sector.







**Austin Highway Underpass Enhancements**  
**Showing murals underneath & bas-relief sculptures on approaches**



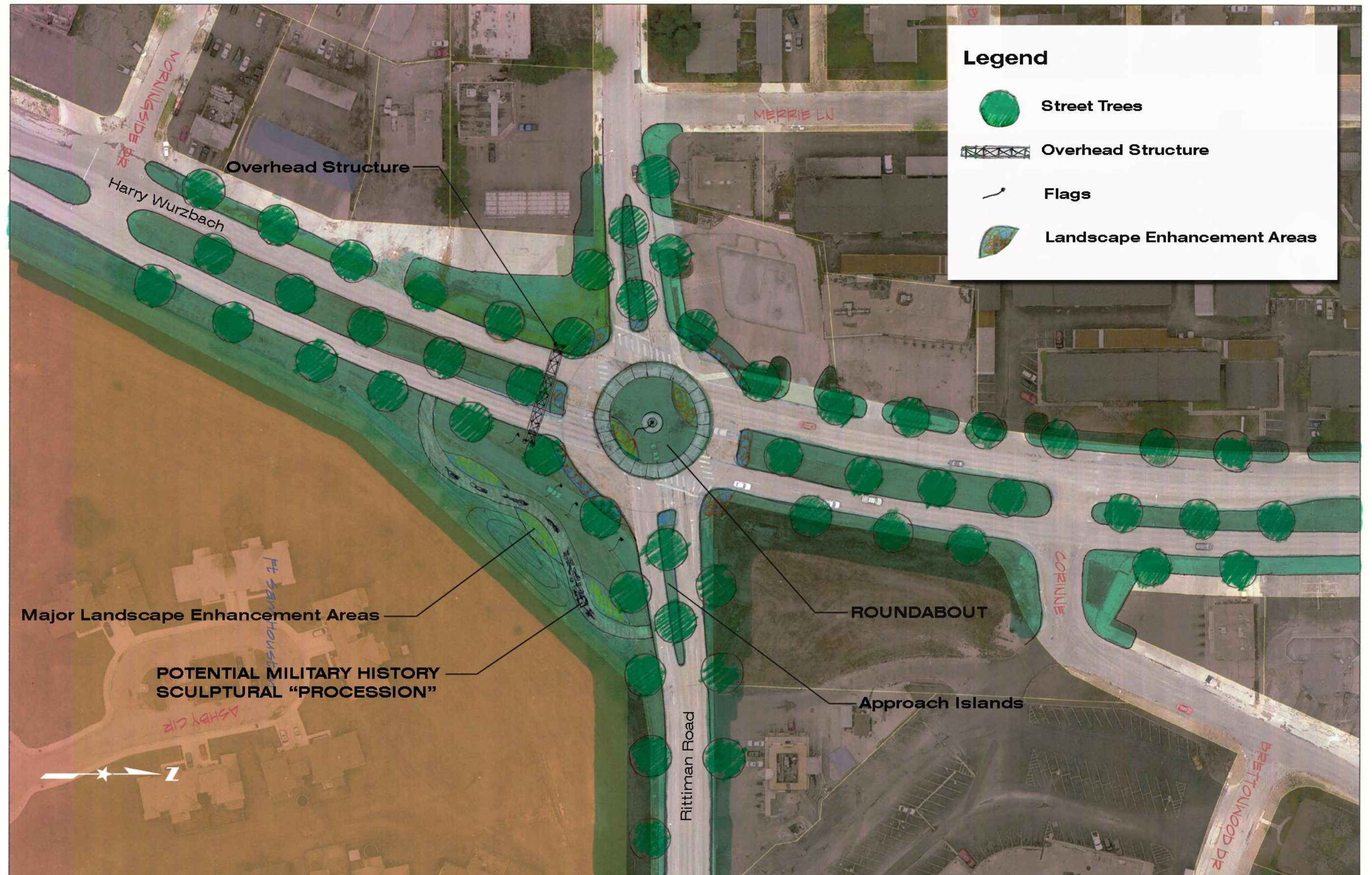




**Austin Highway "Bridge" Retrofit**







**Rittiman Road – TAPS Intersection**



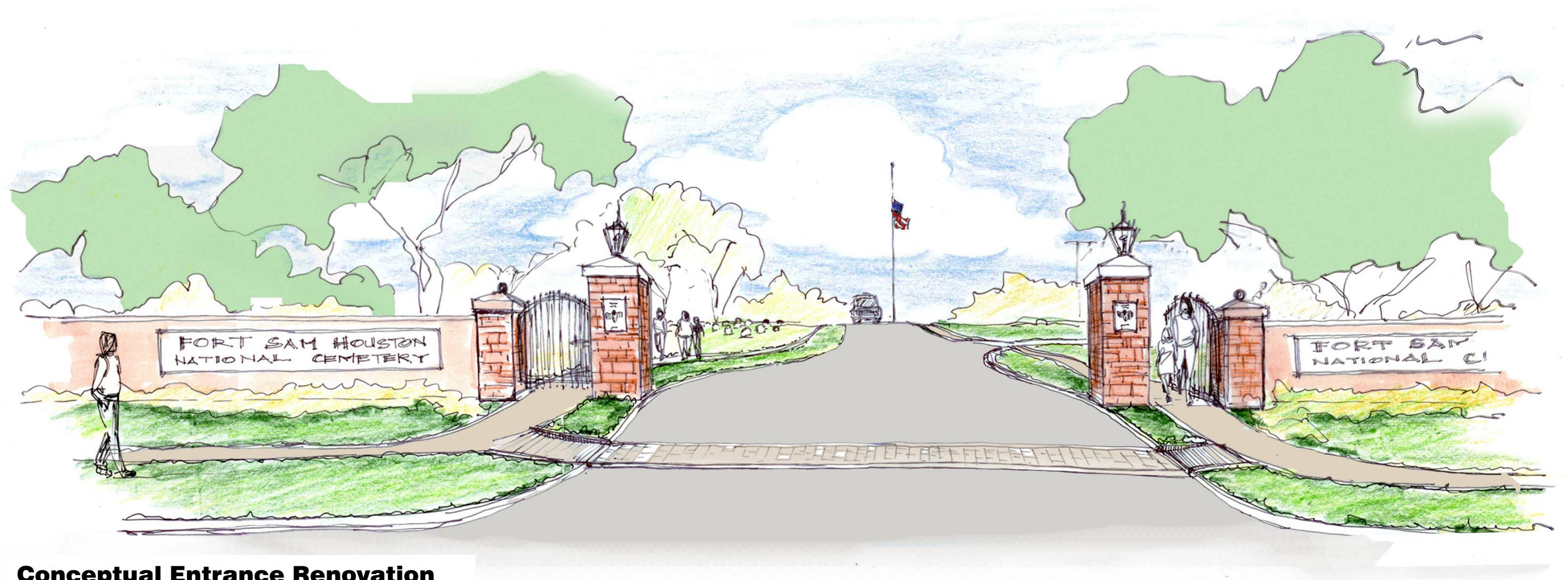




**Overhead Structure at  
Fort Sam Houston National Cemetery**



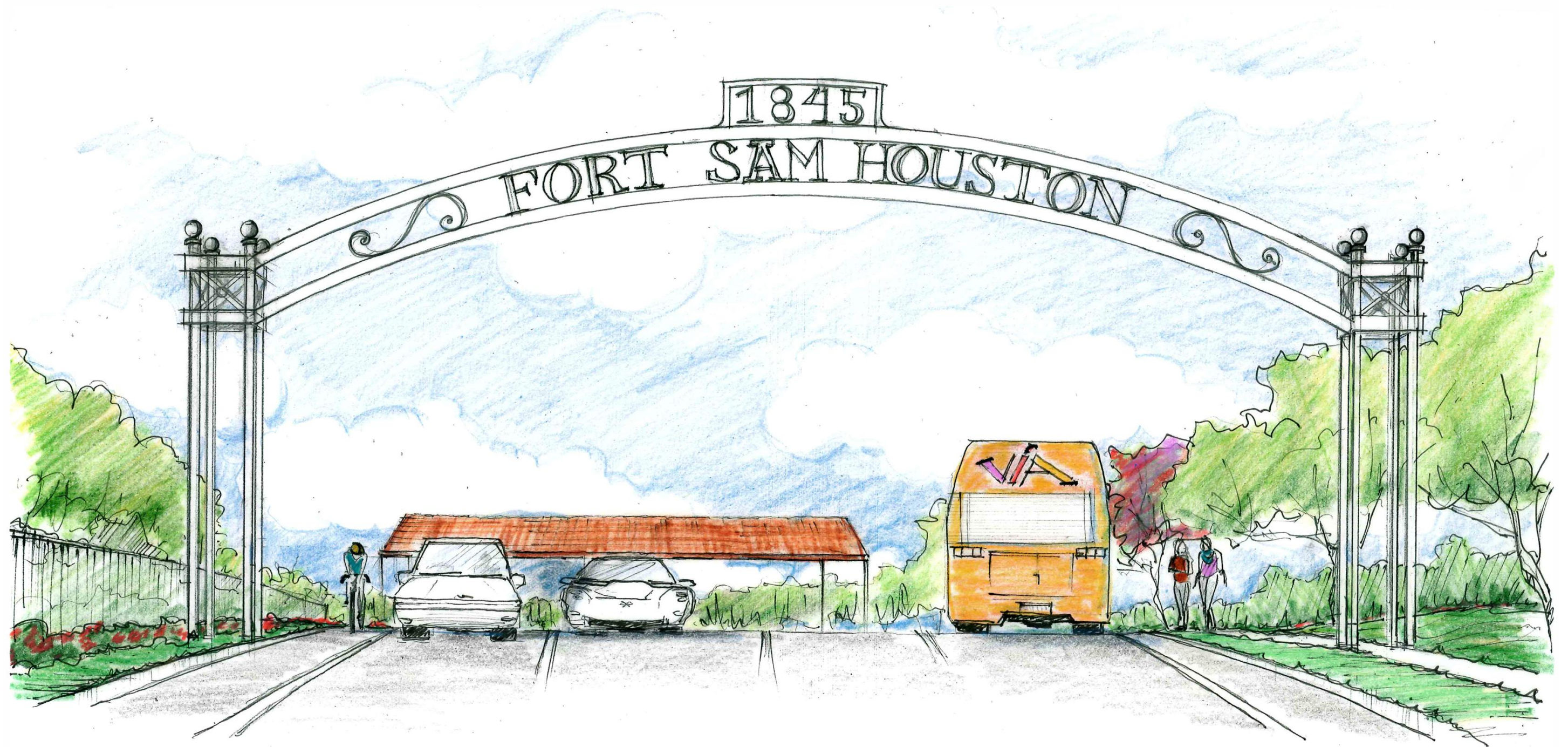




**Conceptual Entrance Renovation**







**Post Entry Overhead**





## ‘COMPLETE STREETS’

‘Complete Streets’ are streets that take into consideration our human sensibilities as well as multiple modes of transportation, and a better integrated and more sustainable approach to infrastructure. As our country progresses towards a “greener” or more sustainable way of life, both our older cityscapes and new urban designs are undergoing changes. ‘Complete Streets’ encourage healthier lifestyles by both accommodating non-automobile modes of transportation and providing a pleasant landscape context. Additionally, they promote a healthier environment as public transportation becomes more accessible, enjoyable and efficient for commuters, thereby reducing congestion and alleviating emissions as well.

‘Complete Streets’ consider the local environment, while also providing a safe and accessible system for users of all ages and abilities. This result is a landscape design that is both aesthetically pleasing and functional by fostering a logical fusion of the natural and built environments. This genre of design strives to be more economically viable for residents who are then given a safer alternative to driving their own cars. These factors all come together to create a stronger community that is beneficial to everyone.

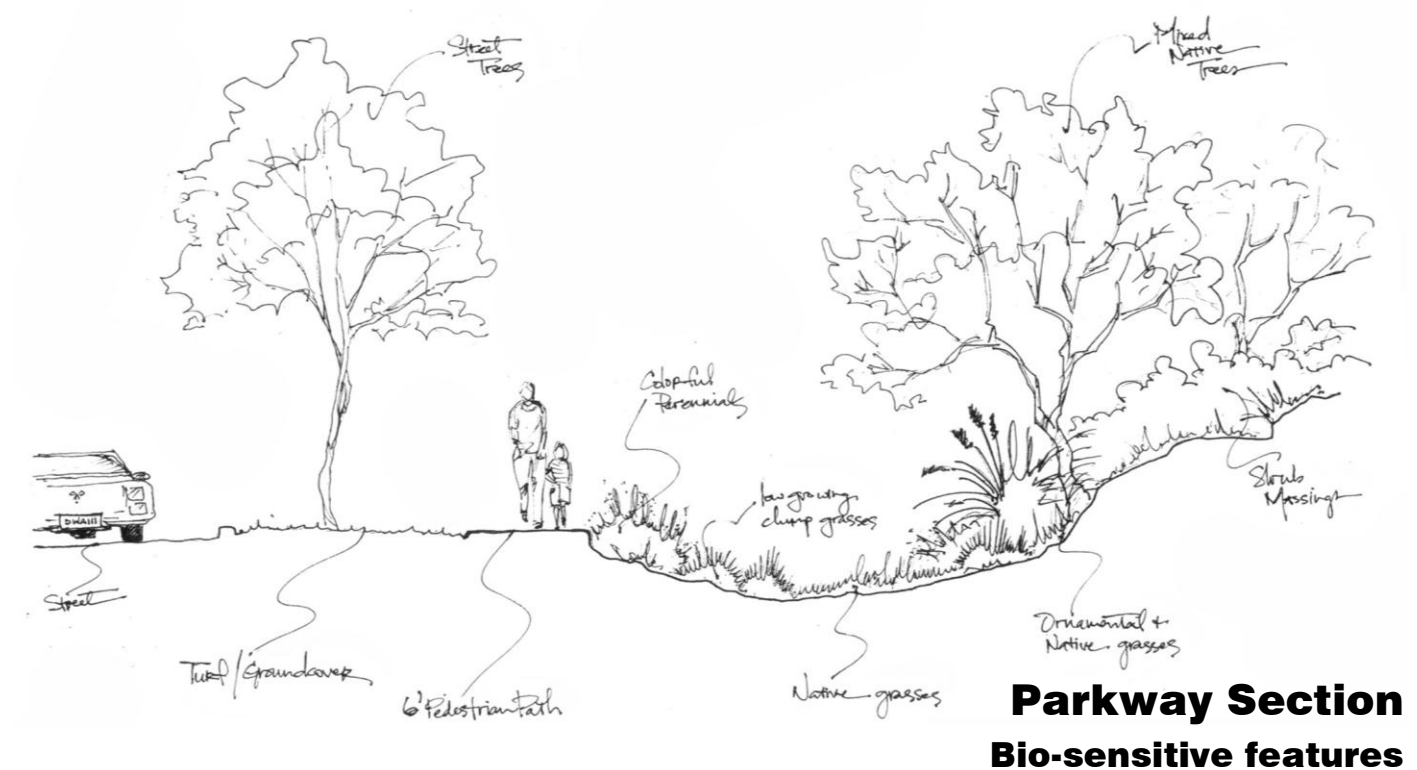
A multitude of design components come together to create a ‘Complete Street’. The goal for such streetscapes being greener stems from their assimilation as a pedestrian-friendly design with low-impact development. The TAPS Memorial Boulevard streetscape integrates regionalism into this design through a mixture of materials, forms, and features that are unique to San Antonio and this area.

## BIO-SENSITIVE DESIGN

Another targeted opportunity to both facilitate the retrofit and/or addition of new drainage and landscape design amenities is through the promotion of ‘bio-sensitive’ design. Though there is some familiarity with bioswales, or drainage conveyances which utilize turf and/or ground covers as part of a storm water system, there are limitless opportunities to embrace a larger set of best management practices (BMP’s) in this arena.

Also, several sections of the Harry Wurzbach parkways and median are ideal for accommodating a mixture of native plants, shrubs, ground covers, grasses and trees towards this and with San Antonio’s large choice of native plants along with local rocks and gravels, sustainable and visually-striking functional landscape designs are easily achieved.

There can also be a prudent blend of the manicured and high-visual impact areas transitioning to the more native and naturalized landscapes. The median and the parkways closest to the edges of pavement can continue to be seasonal showcases of wildflowers and still be maintained as needed. And on the interior and outside edge of drainage-ways and on the opposite side of future pathways the landscape can transition in a very low-maintenance tableau of native trees, shrubs and grasses. Near intersections, adjacent to bus stops, interpretive signs, flag poles and sculptures, more visually-striking irrigated and moderate to higher maintenance plantings could be accommodated.





IMPLEMENTATION

In order to strategically facilitate the promotion and awareness of this project, some of the first steps should include making the corridors’ namesake salient in the public’s eye. By doing so, one of **the** most expedient tools would be to help TxDOT facilitate the erection of new exit signs for both the east and west-bound lanes of Loop 410 announcing in a visually-striking, but simple way, the TAPS Memorial Boulevard as coupled to Harry Wurzbach.



Another critical near-term measure would be to formalize a simple yet highly symbolic and visually-striking logo. This might be best done as a competition, or perhaps as a commission, but needs to be professional.

Additionally, the strategic placement of regularly-placed flag pole mountings with a scheduled event for flag-raising and/or ceremonies for holidays would also be effective. This could also be done in concert with the already designated local high school ROTC units, and potentially with the Boy Scouts as well.

A mid-term, and much stronger visual statement, would be the construction of the Quadrangle Tower replica landmark and/or the commissioning of a sculpture or sculptures. Ideally the most enigmatic of all the elements proposed would be a solitary soldier saluting the caisson cortege. Initially this might be just the saluting soldier facing a garrison-sized American flag. The

connection of the Tobin’s to San Antonio and the presence of their Oakwell Farms is significant. Moreover, with the real-life role model of Lt. Edgar Tobin, World War I flying ACE and Fort Sam Houston soldier/aviator, a specially-commissioned sculpture of him would be ideal.

Using excellent photographic records and his uniform as made available from the Tobin Foundation, this saluting likeness of Lt. Tobin would be both striking and most symbolic.

The bigger-picture, long-range implementation will need to incorporate specific engineering and planning programs. The sequence of events will need to progress from both a macro level and the ideal future state of roadway section design, utility burial, and upgrades. With this perspective, which section starts first will be predicted by the demands of the greatest construction disturbance. To wit, whatever component has the greatest potential for lateral disturbance and disruption, and is a point of utility tie-in should start first. Wherever possible, these phases can be orchestrated so that when below-grade-road construction is complete, above grade large scale landscape and drainage work could begin. Lastly, the architectural and design packages could be worked in.

A really striking visual impact, that is also fairly expedient and very cost-effective, is the acquisition and placement of select de-commissioned military hardware. By the City, a Veteran’s Group, or other municipal entity making a request through the Army Center for Military History, in Washington, D.C., available obsolete heavy military equipment can be ordered for use in a static display in a public context. As long as the transportation is accommodated (which can often be by the local National Guard) the equipment can be made available from the Anniston Army Depot in Alabama.

Statue of Lt. Edgar Tobin





## ACKNOWLEDGEMENTS & REFERENCES

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J. Bruce Bugg, Jr., Chairman, The Tobin Endowment

John Manguso, Director, Fort Sam Houston Museum

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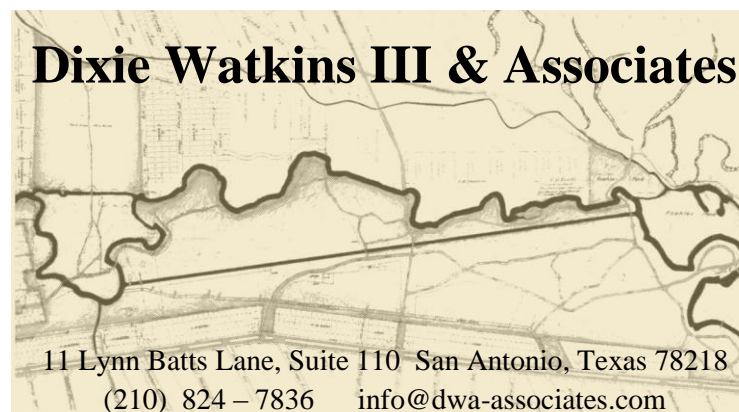
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United States Army Medical Department Museum, 2250 Stanley Road, Suite 36, Fort Sam Houston, Texas 78234

United States Department of Veterans Affairs, Fort Sam Houston National Cemetery

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